IN THE CLAIMS:

1. (currently amended) A constant velocity joint in the form of a counter track joint comprising:

an outer joint part having a first longitudinal axis (A_{12}) and comprising first outer ball tracks and second outer ball tracks;

an inner joint part having a second longitudinal axis (A_{15}) and comprising first inner ball tracks and second inner ball tracks;

the first outer ball tracks and the first inner ball tracks form first pairs of tracks;

the second outer ball tracks and the second inner ball tacks form second pairs of tracks;

the pairs of tracks each accommodate a torque transmitting ball;

a ball cage is positioned between the outer joint part and the inner joint part and comprises circumferentially distributed cage windows which each receive at least one of the balls;

when the joint is in the aligned condition, the first pairs of tracks open in the central joint plane (E) in a first direction R_1, and

when the joint is in the aligned condition, the second pairs of tracks open in the central joint plane (E) in a second direction R_2,

wherein, when the joint is in the aligned condition, the following condition is satisfied:

$0.9 < V1 < 1.3$ with $V1 = PCDS^3 / (DK^2 \times PCDB)$

where PCDS is the pitch circle diameter of the shaft toothing in the inner joint part, DK is the ball diameter, and PCDB is the pitch circle diameter of the balls.

2.-20. (cancelled)

21. (new) A constant velocity joint in the form of a counter track joint comprising:

an outer joint part having a first longitudinal axis (A_{12}) and comprising first outer ball tracks and second outer ball tracks;

an inner joint part having a second longitudinal axis (A_{15}) and comprising first inner ball tracks and second inner ball tracks;

the first outer ball tracks and the first inner ball tracks form first pairs of tracks;

the second outer ball tracks and the second inner ball tacks form second pairs of tracks;

the pairs of tracks each accommodate a torque transmitting ball;

a ball cage is positioned between the outer joint part and the inner joint part and comprises circumferentially distributed cage windows which each receive at least one of the balls;

when the joint is in the aligned condition, the first pairs of tracks open in the central joint plane (E) in a first direction R_1, and

when the joint is in the aligned condition, the second pairs of tracks open in the central joint plane (E) in a second direction R_2,

wherein, when the joint is aligned, the following is satisfied:

$$0.34 < V3 < 0.37 \text{ with } V3 = PCDS / (PCDB + DK)$$

where PCDS is the pitch circle diameter of the shaft toothing in the inner joint part, PCDB is the pitch circle diameter PCDB of the balls, and DK is the ball diameter.

22. (new) A constant velocity joint according to claim 1, wherein the following is satisfied:

$$0.525 < V2 < 0.585 \text{ with } V2 = (PCDB - DK)/(PCDB+DK).$$

23. (new) A constant velocity joint according to claim 21, wherein the following is satisfied:

$0.525 < V2 < 0.585$ with $V2 = (PCDB - DK)/(PCDB+DK)$.

24. (new) A constant velocity joint according to claim 1, wherein the following is satisfied:

$0.58 < V4 < 0.64$ with $V4 = PCDS / (PCDB - DK)$.

25. (new) A constant velocity joint according to claim 21, wherein the following is satisfied:

$0.58 < V4 < 0.64$ with $V4 = PCDS / (PCDB - DK)$.

26. (new) A constant velocity joint according to claim 22, wherein the following is satisfied:

$0.58 < V4 < 0.64$ with $V4 = PCDS / (PCDB - DK)$.

27. (new) A constant velocity joint according to claim 23, wherein the following is satisfied:

$0.58 < V4 < 0.64$ with $V4 = PCDS / (PCDB - DK)$.

28. (new) A constant velocity joint according to claim 1, wherein the first pairs of tracks and the second pairs of tracks are arranged so as to alternate across the circumference.

29. (new) A constant velocity joint according to claim 21, wherein the first pairs of tracks and the second pairs of tracks are arranged so as to alternate across the circumference.

30. (new) A constant velocity joint according to claim 1, wherein the joint comprises eight balls.

31. (new) A constant velocity joint according to claim 21, wherein the joint comprises eight balls.

32. (new) A constant velocity joint according to claim 22, wherein the joint comprises eight balls.

33. (new) A constant velocity joint according to claim 24, wherein the joint comprises eight balls.

34. (new) A constant velocity joint according to claim 1, wherein the joint is designed to have a maximum angle of articulation ranging between 25° and 45°.

35. (new) A constant velocity joint according to claim 21, wherein the joint is designed to have a maximum angle of articulation ranging between 25° and 45°.

36. (new) A constant velocity joint according to claim 34, wherein the outer joint part comprises a joint base formed on one side thereof, the base including a formed-on journal.

37. (new) A constant velocity joint according to claim 35, wherein the outer joint part comprises a joint base formed on one side thereof, the base including a formed-on journal.

38. (new) A driveshaft comprising two constant velocity joints and an intermediate shaft, wherein at least one of the constant velocity joints is a joint according to claim 1.

39. (new) A driveshaft comprising two constant velocity joints and an intermediate shaft, wherein at least one of the constant velocity joints is a joint according to claim 21.

40. (new) A driveshaft according to claim 38, wherein the intermediate shaft comprises an axial plunging unit.

41. (new) A driveshaft according to claim 39, wherein the intermediate shaft comprises an axial plunging unit.

42. (new) A motor vehicle with at least two driveshafts which each comprise two constant velocity joints and an intermediate shaft and which each connect a differential drive to a wheel hub unit, wherein at least one of the joints is a joint according to claim 1, and a the shaft journal of same is inserted into the differential drive.

43. (new) A motor vehicle with at least two driveshafts which each comprise two constant velocity joints and an intermediate shaft and which each connect a differential drive to a wheel hub unit, wherein at least one of the joints is a joint according to claim 21, and a the shaft journal of same is inserted into the differential drive.

44. (new) A motor vehicle with at least two driveshafts which each comprise two constant velocity joints and an intermediate shaft and which each connect a differential drive to a wheel hub unit, wherein at least one of the joints is a joint according to claim 1, and a journal of same is inserted into the wheel hub unit.

45. (new) A motor vehicle with at least two driveshafts which each comprise two constant velocity joints and an intermediate shaft and which each connect a differential drive to a wheel hub unit, wherein at least one of the joints is a joint according to claim 21, and a journal of same is inserted into the wheel hub unit.

46. (new) A motor vehicle with a driveshaft which comprises at least two constant velocity universal joints and an intermediate shaft wherein at least one of the constant velocity joints is a joint according to claim 1.

47. (new) A motor vehicle with a driveshaft which comprises at least two constant velocity universal joints and an intermediate shaft wherein at least one of the constant velocity joints is a joint according to claim 21.

48. (new) A motor vehicle according to claim 46, wherein the driveshaft comprises three intermediate shafts which are connected via constant velocity universal joints.

49. (new) A motor vehicle according to claim 47, wherein the driveshaft comprises three intermediate shafts which are connected via constant velocity universal joints.

50. (new) A motor vehicle according to claim 46, wherein at one end of the driveshaft there is arranged a constant velocity plunging joint.

51. (new) A motor vehicle according to claim 47, wherein at one end of the driveshaft there is arranged a constant velocity plunging joint.

52. (new) A motor vehicle according to claim 46, wherein the driveshaft connects a gearbox output with a differential input.

53. (new) A motor vehicle according to claim 47, wherein the driveshaft connects a gearbox output with a differential input.